

# VENICE VETTE GAZETTE



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President	Linda Gomes
Vice President	Terry Tracy
Treasurer	Bill Jereb
Secretary	Kathy Dowell
Membership Director	Lou Sauppe

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Sage Sponsor Liaison	Don Feurstein
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NCM Ambassador	Mike Walsh
New Member Orientation	Allan Eckle
Newsletter Editor	Steve Bieglecki
Englewood B&T Liaison	TBD
Quartermasters	Bob Bortolot and Sandra Lewis
Social Committee	Kathy Tracy
Sunshine Celebrations	JoAnn Royal
VFC Car Show	Mike Heiner & Terry Tracy
Web Master	Don Kerndt
Technical Advisor	Jim Mattar

Contact information for Board Members and Committee Leaders can be found on our **Club Website** [here](#)

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**The deadline for submissions to the newsletter is the Tuesday before the next scheduled club meeting**

## President's Message



We had a busy January! We welcomed a new Board and our members back from Holiday visits with friends and family with a great brunch at the Venezia Hotel and restaurant. A big thanks to Kathy Tracy and Agnes Hiener for arranging it.

As a new Board, it gave us an opportunity to talk to members one on one. It was like having your family over for brunch without all the work. Our secretary Kathie Dowell took pictures of the event. She also took pictures of members who haven't had the opportunity to have their pictures taken with their cars for our website. Speaking of which, if your photo or that of your car is not on the website, please see our photographer Scott at the next meeting. If you have a photo you would like to use either follow the directions on the site.

Some of us drove to Sage in Bradenton to get an overview of their new shop. It is something to see! Alex and his crew do any amazing job of detailing a car. Don't miss VP Terry Tracy's article this month and you'll see what I mean! Our next visit this month was to our new sponsor Full Blown Chaos. It was an open house and over 100 cars of all types showed up! We got to see a lot of great cars old and new. There were at least 10 corvettes in different stages of body work being done. They're on Tamiami Trail in Venice and worth the trip to see what they do.

For the next month or two we'd like to go back a bit to doing things a little old school. There will be a signup sheet in the back of the room with all your names on them. I ask that you would take a minute to find your name and check off that you are here. Also, in the back there will be information and sign-up sheets for upcoming car shows and events. If you've signed up online, you don't need to sign up at the meeting. Sometimes members miss a car show or event because they miss seeing it on our site, so we're trying to have it more accessible for everyone. We don't want anyone to miss out on the fun!

Show shirts will be available for \$15 in green or yellow. Checks can be made out to VFC.

We are also looking for volunteers to sell 50/50 tickets at our meetings. I'd like to have 3-4 people so that you wouldn't have to do it more than 2-3 times during the year. It requires selling tickets before the meeting and counting the money. It's also a great opportunity to meet other members. It's always nice to put a name with a face.

We are also looking for a new design for the banner at the Corvette Museum. I'm sure we have many talented people that would come up with a great design. I can get you the specifics for a design.

See you on February 7<sup>th</sup>!

*Linda Gomes*

## Board Member Messages

### Vice President's Message

As I settle into the position of Vice President the learning curve is a little steeper than I expected. I will try to keep you informed of upcoming events and my expectations for the coming year. High on my agenda is to provide a multitude of car related choices to include, car shows both near and far, cruise ins, auto crossing and other ways to enjoy the Best Corvette Car Club. You may want to go to the car shows with the potential to win trophies or just to enjoy the camaraderie of other car enthusiasts, plus seeing all the other Corvettes, street rods, and antique automobiles. Additionally, I plan on providing opportunities to enjoy IMSA (International Motor SportsCar Association) and WEC (World Endurance Championship) Corvette racing and updates on their performances throughout the Championship season.

I hope you had the opportunity to enjoy some of the IMSA Rolex 24 Hour Race at Daytona International Speedway, either in person or on TV.

Upcoming events for February include the popular Pelican Preserve Car Show in Fort Myers, Dearborn Street cruising, Florida West Coast afternoon shows, Lance's Car Shows (always a popular event) and Vettes Invade Sebring on the 25th. Please consult our website Club Events and the drop down menu for Car Shows then, Car:Shows Events & Competition.

*Terry Tracy*



## RIP Bob Holzbeirlein



VFC has lost a much-loved member when Bob Holzbeirlein passed away at the age of 80 on Christmas morning after an extended illness. Bob joined the Club in 2016, and he previously served the Club as liaison to Sage Auto Studios. Bob enjoyed showing his 2017 Watkins Glen Gray Grand Sport Convertible and traveled all over the south as far as Myrtle Beach for shows. His 2017 Grand Sport almost always won a trophy.



He was strongly involved with the Elks and was an exalted ruler.

If anyone wants one of his many trophies to remember him by contact [Pete Schwan](#).

## Upcoming Activities & Events

**Venice Florida Corvettes monthly membership meeting is the 1<sup>ST</sup> Tuesday of the month at 6:00 pm at the Venice Community Center.**

### February

**Friday & Saturday, Feb 10 and 11th** - Carlisle Auction returns to Lakeland and brings us the opportunity to drive the cars through the auction and earn \$750 for our Club. Sign up for one or two days in the event calendar. There is the option to camp with our group for 2-3 nights at a campground on site. Questions? Contact [Pat Nevius](#) or [Al Royal](#)

**Saturday, February 18, 2023** - A fun Members-Only car show at Ideal Classic Cars - We hope to have 100 cars at this event which is just for our members. There will be

food trucks and prizes. Sign up on the Event Calendar and plan to join the fun. Lou Sauppe is organizing this event and needs a few volunteers to help get the cars parked. Contact [Lou Sauppe](#) if you can help.

Click [here](#) to log into our website for a real time up-to-date list of upcoming events

## Don't forget to check your email for....



## Start Your Engines

For weekly updates of VFC events

## Food Bank Donations

We will be collecting non-perishable food items at this month's members meeting. Cash or check donations will be given to the designated food pantry for this month. You may also make a donation, by presenting a check to Bill Jereb, our Treasurer, made payable to the "Louis and Gloria Flanzer Trust" rather than VFC. The "Louis and Gloria Flanzer Philanthropic Trust" will gift match to South County Food Pantry, our designated food pantry.

## Toiletries Collection for Homeless Children

Please keep the homeless children in mind as you enjoy your travels. Any **travel size** items will be appreciated. Collect the amenities in hotel rooms or, If you are not traveling, browse the travel size items at your local Walmart or Target and add a few items to your cart. Items such as toothpaste, toothbrushes, soaps, shampoo, conditioner, deodorant, and skin friendly wipes are always in demand. Of course, any items are welcomed.



If you don't have time to shop, cash donations are great fully accepted. As always, **I will be collecting items at the monthly meetings.** Thank you in advance for your generosity.

**JoAnn Royal**



## Using your Credit Card for VFC Events

When making payment for a club event with your credit card, the charge on your credit card statement will read: VENICEFLCORVETTECLUB

If you have any questions on payments, please contact Bill Jereb.

## Suggestion Box

Wish the club would do something you enjoy? Did your old club have an activity that we don't do that you really enjoy? Let us hear from you. Send your ideas to me and I will distribute them to the proper people for consideration. Steve Bieglecki [sbieglecki@gmail.com](mailto:sbieglecki@gmail.com)

## Membership News



### WELCOME NEW MEMBERS

Eugene E Bilak  
Joseph N Golia  
Sharon Hudson  
Trish Kellermann  
JoAnn Loparco  
Grace Robbio  
Alice Romano  
Pat M Santucci  
Kathy Santucci  
Andrea Showers  
Joseph J Showers  
Steve Witczak  
Chuck Woodrum

## Quartermaster's Corner

We have many **new** VFC items for sale on our club website. Please visit the VFC online store at: <https://venicefloridacorvettes.org/clubstore>

Orders available for pick-up will be brought to each monthly VFC Meeting. Stop by the Quartermaster

table to pick up your order, ask a question, look at our inventory of SALE items or just to say hello!

If any member has an idea for items that they might like to see for sale ... please don't hesitate to contact us! [quartermaster@venicefloridacorvettes.org](mailto:quartermaster@venicefloridacorvettes.org)

Club shirts and name badges will be ordered for new members from our vendor and available for pick up, typically at the next monthly meeting.

**Quartermasters: Bob Bortolot and Sandra Lewis**

## Celebrations



Date	Member Names	Celebration Type
2/3	Jill van Brero	Member Birthday
2/7	Raymond Gomes	Member Birthday
2/7	Jan & Leslie Hahn	Anniversary
2/8	Janine & Richard Rudin	Anniversary
2/11	Ronald Patch	Member Birthday
2/12	Richard Tondo	Member Birthday
2/14	Tonya Sauppe	Member Birthday
2/16	Richard Rudin	Member Birthday
2/16	Kathy Tracy	Member Birthday
2/16	Scott A Brundrett	Member Birthday
2/18	Janet Eckle	Member Birthday
2/20	Cindy Laughlin Uber	Member Birthday
2/22	Bill StClair	Member Birthday
2/24	Linda Friends	Member Birthday
2/27	Ron Wencil	Member Birthday

Click [here](#) to log into our website for an up-to-date list of club member's **Birthdays and Anniversaries** for the next 90 days

# From the Museum



## Corvette Campus Connection



By: Chris Pruitt, NCM

### 1953 Motorama: Corvette Introduced on January 17<sup>th</sup> - 70 Years Ago

It was a cold day in New York on January 17th, 1953. The high for the day would barely make it above the freezing mark. Still, thousands of people waited outside the Waldorf Astoria Hotel, to be there for the opening of the General Motors 1953 Motorama.

The Motorama was a grand production meant to show the world the latest offerings from Cadillac, Pontiac, Oldsmobile, Buick, and Chevrolet. Futuristic show cars were there too, that celebrated design ideas without limits along with displays that demonstrated the most cutting-edge technological advances of the time. Dancers, musical productions, lavish sets, and women modeling the latest fashions, made it a major event.

An estimated 1.4 million people would get to see these cars as the Motorama travelled to major cities around the country, with approximately 50,000 coming to see the show in New York on that opening day.

One of those who came was a 15-year-old named Donald DeFilippo. He had taken a train from Poughkeepsie, NY, all by himself to experience the Motorama. As a budding artist, he was mostly interested in the Oldsmobiles, the Buicks, and the show cars that inspired him to sketch out his own ideas for future automobiles. There he would see the Oldsmobile Starfire, the Buick XP-300 and the Wildcat, the Cadillac Orleans and Le Mans, and something totally new, the Chevrolet Corvette.

Just in time to celebrate the 70th anniversary of that moment, he reached out to us and shared his story. From an early age he enjoyed playing on the footboards of the big cars, and was particularly drawn to the 1935 Buick Victoria, a 1939 Packard, and the 1941 Cadillac, which

coincidentally all had hood ornaments depicting the form of a woman, in forward motion, fiercely and confidently leading the way down whatever road that car would go. "When the 1949-1950 Buicks, Oldsmobiles and Cadillacs came out, I started sketching and drawing my impressions of what these cars may look like in the future. Like all kids, we have our dreams of what we would like to do as an adult. Mine was to be a GM styling designer."

With that being Don's mindset, he was determined to go to the Motorama, where he could take in the full dramatic effect of each car, in person, from every angle.

"I got on the train in Poughkeepsie New York and took a 75-mile trip to Grand Central Station in New York City. Someone gave me directions to the Waldorf-Astoria Hotel, which wasn't too far.

"When I got there, I remember walking up an elegant marble staircase to the second floor. It was a huge ballroom. I remember saying to myself 'I made it!'" The Grand Ballroom was filled with people, shoulder to shoulder, watching the two-level stage as the latest cars emerged from the curtains, flanked by dancers and models wearing dresses from famous designers such as Christian Dior.

"I was standing there, and it was packed. There were men with winter coats and hats on which made it difficult to move around. I finally found the Buick and Oldsmobile displays on elevated turntables with beautiful women opening and closing the doors. I said to myself, 'This is what a drawing looks like when it comes to life.'"

As Don took in the spectacle of it all, he noticed a group of people huddled around another vehicle. While his view was obstructed, he could hear excitement in their voices. Curious, he began looking for seams to get through the crowd.

"I could not see until I squeezed through – and I mean squeezed through – because people did not want to move like they had at the other exhibits. I finally managed to gradually get between a little girl and a man in a business suit. It was then that I saw something I never knew existed. "I was looking at a sleek two door, two seat convertible with hood and trunk open. It had a Chevy straight six with three small horizontal carburetors and wire mesh over the headlights. I instantly thought, 'What if they put an Oldsmobile Rocket 88 engine in that?'"

As the crowd looked at the new Chevrolet Corvette, a picture was being taken that would find its way into magazines, history books and countless online posts. We'll get back to that later.

Another person who would first see the Corvette at this Motorama, was a man named Zora Arkus-Duntov. Zora was a gifted engineer, and a race car driver who had competed and won his class in a Porsche at Le Mans. His impression of the Corvette was the same as Don's regarding the underwhelming straight-six Blue Flame engine. Zora was even quoted as saying, "mechanically, it stunk, with its six-cylinder engine and two-speed automatic transmission, but visually, it was superb."

Corvette's appearance did indeed draw a crowd that day, as the photographs can attest. Seeing the Corvette at the 1953 Motorama prompted Zora to write a letter to then Chief Engineer of Chevrolet, Ed Cole, that would get him

hired as an engineer, ultimately putting Corvette on the path to becoming the performance icon that it is today. Don did not become a car designer, instead he joined the Air Force, and then got a job working for IBM. He also started a band (that released a single) and went to business school. His love for Corvette was always there though and in 1960, he purchased a 1954 Corvette. He would later buy a new 1966, and then a new 1970. For that car, he put his design skills to work on the body to transform it into what he calls "The Corvette Firefox" that he still owns today.

Click [here](#) for **all** the latest news from the museum



**Our 2022 Banner at NCM**

## Car Shows & Competitions

### Bell Tower Show

1/17

Two members of the club attended the Bell Tower Corvette & Truck Show on January 7<sup>th</sup> in Ft. Myers.

Below are the pictures of the trophies.... they both won:



**Reporters: Richard Rudin & Vito Guido**

### Dearborn Street Cruzin

This is a monthly event that takes place on the first Saturday on Dearborn Street in Englewood. Cars park everywhere, cars cruise up and down the street and lots of people bring their chairs to car and people watch. It reminds me of cruising through a local restaurant while carhops brought out food and drink. Dearborn Street is an excellent way to spend the afternoon.

### Peace River Photo Rallye

Peace River Corvette Club annual event to raise funds for the Special Olympics. A one-of-a-kind scavenger-type event of taking pictures for points while driving through Punta Gorda and surrounding areas. A cash prize was awarded the winner and it was a great time getting to know Corvette owners in this local Corvette club.





## Florida West Coast Car Club (FWCCC) cruise in and shows

11 January at Perkins in North Port; 21 January at Five Guys in Port Charlotte and 28 January at Cracker Barrel.

FWCCC is a small local car club that specializes in 3-4 weekday afternoon Cruz-ins at local restaurants. They charge a small entry fee, have a 50/50 raffle, door prizes, and award a few trophies. Their events are open to all types of vehicles from antiques to late models. It's always a fun afternoon with great car lovers.



## Sage Auto Studios

1/14.

Alex, Matt and Wyatt provided an excellent tour of their beautiful new facility with special stations for all steps in auto detailing. They start with Iron Out to remove brake dust, then wash with a foaming gun and use a cloth in a back-and-forth motion to hand wash (never in circles). Next, dry with clean drying towels to prevent spotting and, with an electric blower, blow dry, concentrating on the seams. Next is the process to prepare for ceramic coating and the use of clay bars, buffer pads, plastic sheeting and finally the coating. There were lots of questions and much discussion about specific ingredients and materials to use. Pizza was served for lunch and all agreed this was an awesome tour and one not to be missed.

## Men's Breakfast at Skillets on 19th January

Eighteen members enjoyed breakfast at Skillets in Venice. The monthly quiz centered around Corvette Racing's mascot that many members display on their Corvettes but were stumped on many of the questions. All agreed Skillets is the choice for a repeat breakfast in February.

## Upcoming CAR SHOWS



## A VETTE TOGETHER: March 19, 2023

### Message from Committee Chairs Recruiting Volunteers for our Car Show

We are seeking volunteers for our car Show on March 19, 2023. **Volunteer opportunities are listed on our website**, and you can sign up for the area in which you want to work. From the Home page, look for Membership Info (on the top menu bar), then choose Volunteering from the drop-down list. Look though the various opportunities and sign up for one that fits your time and your interests.

We need people to **assist with directing parking** for Registered Cars, the Show Vendors, and Special Member parking. Most of this work is early in the day so you can enjoy seeing the rest of the show.

Our **Photographer needs two assistants to stop cars for a photo op after they enter**, to help him keep list of the cars and to hand out information about how they can get their photos. This is from 8-10 am. Contact **Scott Eckman** if you can help.

Our new Quartermasters, Bob Bartolot and Sandra Lewis need **help at the t-shirt sales table**. They will devise a shift schedule for their volunteers. **Email them** or volunteer on the website (Home/Membership information/Volunteering/T-shirt sales - it is on the second page of the volunteering opportunities.)

Bill St Clair needs help early in the morning of the Show to **set up tables, tents, etc.** Sign up on the website.

**50/50 sales needs people** to sell tickets at the 50/50 sales table and to walk around the Show promoting the sale of 50/50 tickets.

There are other volunteering opportunities... check them out - then step up to help.

The annual VFC Show is always well attended and we have a well deserved reputation for the professionalism of our organization and the friendliness of our Club members. We hope you will join our team.

# Competition/Behind the Wheel Events

## February 2023

- February 4th - Dearborn Street Cruzin, 1st Saturday of each month in Englewood 2-8 PM
- February 4th - Pelican Preserve and Corvettes on the Gulf Car Show, 9 AM – 4 PM Fort Myers - Caravan will leave from Laurel Road McDonalds off I-75 at 8:00 am. Must preregister for dash plaque. Check out their webpage. [Pelican Preserve](#) (Their page does show a 2022 flyer; however, it is the link for the 2023 show.)
- February 4th - Lemon Bay Car Show is CANCELLED
- Friday & Saturday, Feb 10 and 11th - Carlisle Auction returns to Lakeland and brings us the opportunity to drive the cars through the auction and earn \$750 for our Club. 15 drivers are needed each day. Sign up for one or two days in the event calendar. There is the option to camp with our group for 2-3 nights at a campground on site. Questions? Contact [Pat Nevius](#) or [Al Royal](#)
- February 11th - Lake County Cruisers in Lake Placid, 2nd Saturday at the Lake Placid American Legion (October through May), 10 AM – 2 PM Check out their webpage. [Lake County Cruisers](#)
- Florida West Coast Car Club (FWCCC)
  - February 8th - 2nd Wednesday at Perkins in North Port, 3-6 PM
  - February 14th - 2nd Monday at Culver's in Port Charlotte, 3-6 PM
  - February 21st - 3rd Saturday at 5 Guys in Port Charlotte, 3-6 PM
- February 25th Corvettes Invade Sebring - SVRA (Sportscar Vintage Racing Association) with be hosting a special "Corvette Corral" 9 AM – 5 PM. [SVRA](#) Check out their website.
- Autocross at Buckingham is still on hold due to Hurricane Ian. They're hoping to be able to restart in late March.

# Social Events, Special Interest

## BackPack Angels Special Delivery

VFC members have been very diligent in supporting Backpack Angels by collecting travel size toiletries and bringing them to the monthly meetings for the homeless children in our area. On Friday, January 6th the StClairs and the Royals took advantage of a beautiful day to put the tops down on the Corvettes and deliver the items to the drop off location.



**Reporters: Al & JoAnn Royal**

## Ladies Lunch

1/11

On a cool but sunny January 11, it was time to kick off the 2023 VFC ladies' lunch. Twenty-one ladies gathered at Landy's On The Water to enjoy lunch and each others' company. There was plenty of lively discussion and renewing of friendships after the holidays. It was a great start to the new year.



**Reporter: Kathy Tracy**



## Welcome Back Brunch

1/15

Sixty-eight VFCC members signed up for our annual Welcome Back Brunch at a new venue, The Venezia in Venice. The excellent food - which included a Sangria Bar - great service, and wonderful friends made for an enjoyable morning.



Thanks to all who attended and the few who had to cancel. Thanks to Kathy Tracy who helped to research Venues and Menus. Also, thanks to Ray Gomes, Terry Tracy, Michael Hiener, Becky Nielsen, Steve Nielsen, Kathy Tracy, Kathie Dowell, Linda Gomes and Pat Nevius who helped with greeting, check-in, photography and recording info for website member profiles.



**Reporter: Agnes Hiener**

## Tech Events, News & Workshops

### Tune into the Corvette Blogger for the latest Corvette news



Click on the link below to find out about everything Corvette - America's Sports Car! Join Steve Garrett, as he talks about what's going on in the world of Corvette. Hear guests from the industry along with the latest news and information about the Corvette.

<http://www.anchor.fm/steve-garrett>

### 2024 Corvette E-Ray First Ride: A Vette like no other

By: Eric Weiner, Hagerty News



It's a cold, damp day on Black Lake. The 40-degree weather and intermittent drizzle at GM's Milford Proving Grounds skidpad are not ideal for the hard launch of a sports car. Bill Wise, the development engineer at the wheel, is not concerned.

"Do you get motion sickness?" he says. "Because with launch control, this thing seriously takes off." The growl of a Chevy small-block rises in pitch before a plateau, ready to let loose when Bill releases the brake pedal. "Not in a car," I say.

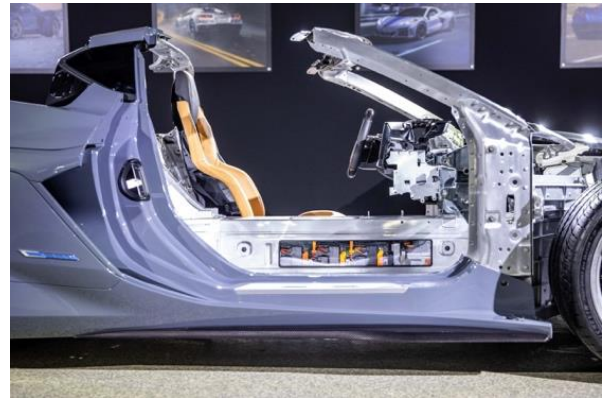
Those words are barely out of my mouth before all four of the E-Ray's wheels hook up. Butterflies hit my stomach. The acceleration is surprisingly aggressive—ruthless and immediate, like a Tesla, but made stranger, a moment later, by the combination of V-8 roar and space-age electric motor whine.



The rate at which scenery melts does not decrease with each shift snapped off by the gearbox. I am simply pressed further into my seat. As Wise stomps on the brakes, the E-Ray converts kinetic energy to electricity, then feeds that juice to the 1.9-kWh battery pack nestled in the tunnel between the seats. We come to a halt.

The faint whine of an electric motor, the crazed four-wheel clawing at launch—these are strange phenomena for a Corvette. Like watching *Rambo* in Italian—familiar characters, but a language you've never heard them speak.

The E-Ray is unlike any other Corvette. It is the first Vette with all-wheel drive. The first to use an electric drive motor. And the first to see 60 mph, from rest, in just 2.5 seconds. That's a tenth faster than the 670-hp Corvette Z06. The 1500-hp Bugatti Chiron, with its four turbos, sixteen cylinders, eight liters, and \$3 million price, does the same job in 2.4 seconds. The E-Ray will start at \$104,295.



The LG, pouch-type battery fits entirely inside the Corvette's center tunnel. Cameron Neveu



The E-Ray's front drive unit powers the battery—during braking, coasting, and normal driving—via an inverter. Cameron Neveu

The E-Ray shares its wide body, its suspension setup, and its Magnetic Ride Control dampers with the Z06. Several engineers, however, told me that the former car's development brief was completely different: all-weather capable and angled more toward daily driving, while offering performance significantly beyond that of the base Stingray (and within spitting distance of the Z06's ability). "This thing is a champ in the snow, even on the standard all-season tires," Wise says. "And here, on those same tires, you can take advantage of so much mechanical grip."

He shows me. We knife toward the middle of the 67-acre Black Lake, entering an autocross-like cone course at roughly 90 mph. "This was never slated as an out-and-out track car, like the Z06, but it is just as capable around a race track."

Wise stabs the throttle and cranks the steering left at the entry to a long sweeper. As the E-Ray scrubs speed, he initiates what feels, at first, like a rear-drive Corvette slide. He adjusts the car's angle of attack with his right foot, the steering wheel hardly moving. Just before the turn's apex, the E-Ray begins to briskly accelerate toward corner exit, never breaking the slide.

I'm at a loss. "Damn, Bill."

"Only five minutes behind the wheel, you'd be doing the exact same thing, corner after corner," he says. "It's that approachable."



Wise keeps driving. The course changes, the long sweepers replaced by a series of quick direction changes. The E-Ray negotiates the tighter corners with ease, flat and stable, the nose quickly taking a set.



Slight adjustments to the Z06 front suspension geometry were necessary to make room for the front drive axle. Cameron Neveu

Hybrids often suffer from mass bloat, a ballooning of curb weight over similar internal-combustion-only models. A visit to Milford to meet a preproduction Corvette usually means hearing someone in Chevrolet engineering declare that “every gram has to earn its way onto the car.” This approach is common in the development of high-performance cars, but the Corvette team does it better than most. The engineers there seem to take joy in justifying each component or material down to the tiniest detail. The battery, for example, is not from GM’s Ultium family, where the hardware and its controls are generally larger and storage-optimized for long range. The E-Ray’s lighter, pouch-type LG battery was better suited to the car’s performance focus, its front axle’s demands for frequent and significant energy flow.

That axle system adds about 260 pounds of curb weight. Mass-reduction efforts to offset that gain include standard carbon-ceramic brakes and a lighter, lithium-ion chemistry for the gas engine’s 12-volt battery. The electric drive unit’s housing is magnesium, with associated fasteners and the bottom of the drive battery’s housing in aluminum. The aluminum brace between the front shock-tower tops is claimed to genuinely improve steering feel at speed, helping compensate for the slight changes in front suspension geometry required by the packaging of that front axle.

Important, too, is how little the added mass shifts balance forward. Thirty-nine-point-four percent of the Z06’s weight sits up front, 60.6 percent in the rear. The E-Ray shifts that distribution by only 1.5 percent, to 41/59.

We’ll feature a full drive of the E-Ray on these pages soon. In the meantime, from the passenger seat, the car holds promise. It feels meaningfully more exciting and interesting than the Stingray yet more tractable and comfortable than the monstrous Z06.



Aside from some unique graphics displaying drive output and hybrid system status, the E-Ray interior is standard-issue C8 Corvette.

Cameron Neveu

By switching the Corvette to a mid-engine layout, after decades of the engine up front, the C8 vaulted America’s sports car to new dynamic heights while realizing a dream envisioned by some of the car’s early creators. An all-wheel-drive Corvette with a battery and an electric motor was not on the minds of those men, but I suspect they’d find this car a triumph of engineering. Perhaps even more than the Stingray or the Z06, the E-Ray reflects the technology and ingenuity of the current moment. Just thinking about the ride gives me those butterflies all over again.

### **2024 Chevrolet Corvette E-Ray**

**Price:** \$104,295 (coupe)

**Powertrain:** 6.2-liter V-8, eight-speed dual-clutch automatic transmission; 1.9-kWh pouch-type lithium-ion battery, permanent-magnet electric motor

**Horsepower:** 655 from total system (V-8: 495 hp @ 6450 rpm); (e-motor: 160 hp)

**Torque:** (V-8: 470 lb-ft @ 5150 rpm); (e-motor: 125 lb-ft)

**Layout:** All-wheel-drive, two-seat targa-top coupe or convertible

**Weight:** 3774 pounds

**EPA-rated fuel economy:** TBA

**0–60 mph:** 2.5 seconds

**1/4-mile:** 10.5 seconds @ 130 mph



Cameron Neveu

*Thanks to Don Kerndt for sharing this article*



# Most Popular Corvette Colors By Generation

Each generation of the Corvette has brought a whole heap of new features to the table. But it seems as the decades pass, many popular colors have stood the test of time.

*By Verdad Gukardo, The Corvette Forum*



**C1 - Ermine White**

The introduction of the Corvette was the dawn of a new era in automotive history. If we put ourselves in the shoes of the American consumer back in the '50s, though, the model that would go on to be known as America's sports car wasn't quite the ground-breaking performance machine we think of it today. More of a stylish cruiser than a world-beater on the track, the C1 Corvette had its highest sales numbers in the beautifully serene Ermine White color.

That's amazing considering that the color was only offered starting in 1960. Records indicate a total of 6,895 examples being sold with this exterior color. It's worth noting, though, that GM did not keep records of its color codes in 1962, which means the real number is likely much higher.



**C2 - Nassau Blue**

For the second generation, the Corvette underwent substantial enhancements, making it a true sports car. As such, additional eye-grabbing paint colors were added to the mix, with Nassau Blue taking the top spot for most

orders with 12,122. Ermine white didn't disappear into the abyss, though, as it was the second most popular color choice for this generation with 9,668 total orders.



**C3 - Classic White**

For the third generation, Classic White proved to be the most popular hue during the C3's long production run from '67 to '82. During those years, GM introduced a wide variety of memorable colors. But the simple white was popularly selected by buyers to the tune of 43,681 orders according to official records. Take that with a grain of salt, though, as the manufacturer doesn't have color code selection records for the years 1969, 1970, 1972, and 1973.



**C4 - Bright Red**

The C4 generation of the sports car was the first iteration of the Corvette that saw the bold red color rise in popularity. In an era when red Ferraris were all the rage, it's no surprise that the 'Vette's best-selling color was Bright Red with 60,922 units. White took a back seat during this era as the color black was the second most popular choice for C4 buyers.



**C5 - Torch Red**

The C5 generation was when Torch Red was officially introduced. A slightly more vibrant iteration of the previous Bright Red, this audacious hue captured the imagination of most Corvette customers, selling 32,817 units. Worthy of note during the later years of the C5's production run is the huge popularity of GM's Sebring Silver and Quicksilver paint colors for the Corvette. These sophisticated shades make up a decent percentage of the C5s seen on the road today.



**C7 - Arctic White**

The C7 generation was when white made a huge comeback. The sharp lines of the C7 lend themselves nicely to the lighter hues. Plus, the prominently blacked-out graphics of this model are beautifully contrasted with the cool Arctic White paint. 35,936 orders for this color were made. A close second was Black, with 31,084 units during the C7's production run.



**C6 - Black**

Black became the majority's color of choice when ordering C6 Corvettes. It makes sense, considering the car's modern and sleek design. Combining that paint color with black wheels gives the vehicle an undeniably sinister and awesome aesthetic. With 46,508 orders, Black was the front-runner by a landslide, ahead of Victory Red with 32,817 in comparison. That gap would have been even greater had Chevy offered Black as an color option in 2012.



**C8 - TBD (Torch Red)**

There have only been a few years of production for the C8, but so far, it's looking like Torch Red is leading the charts. According to the stats released for the 2020 model year, 25% of the C8 Corvettes built were in this color, followed by Arctic White with 15%. There's no denying the vibrant red color's popularity, which will have likely been affected by the fact that the newest Corvette has a similar profile to many famous Ferraris.



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